



WILDLIFE MANAGEMENT PLAN

YELLOWKNIFE AIRPORT

(CYZF)

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AMENDMENTS

[illegible]

RECORD OF PLAN REVIEW

DATE OF REVIEW	REVIEWED BY (PRINT NAME)	SIGNATURE
28 April 2017	Brandon Drost	
05 October 2018	Hugh Sutherland	
18 December 2020	Jason Clarke	
October 2024	Jason Clarke	

LIST OF EFFECTIVE PAGES

PAGE	AMENDMENT #	DATE
1	2024-01	October 2024
2	2024-01	October 2024
3	2024-01	October 2024
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6	2024-01	October 2024
7	2024-01	October 2024
8	2024-01	October 2024
9	2024-01	October 2024
10	2024-01	October 2024
11	2024-01	October 2024
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Appendix H	2024-01	October 2024

DEVELOPMENT / IMPLEMENTATION OF PLAN

This Wildlife Plan has been developed in accordance with Canadian Aviation Regulations (CARs) 302.302 and has been implemented by the Regional Airport Manager responsible for the Airport.

Amendments

The Wildlife Plan shall be amended as needed and as required by CARs when:

- Incident occurs in which a turbine-powered aircraft collides with:
 - Wildlife (other than bird) and suffers damage;
 - More than one bird; and
 - Ingested a bird through an engine.
- Variation in the presence of wildlife hazards has been observed in the Airport flight pattern or movement area;
- Change in the wildlife management procedures and methods; and
- Change in type of aircraft or aircraft operations at the airport.

The amendment is necessary as a result of the biennial review.

Plan Review/Submission to the Federal Minister of Transport

The Regional Airport Manager shall review this plan every 2 years. Any revisions to the plan shall be submitted by the Regional Airport Manager to the Minister of Transport within 30 days of the amendment.

Location of Master Wildlife Management Plan

The entire Master Wildlife Plan is available for review in the Regional Airport Manager's office, and a copy of Wildlife Plan is available to the Yellowknife Airport Fire Department located in the Combined Services Building.

PLAN INTRODUCTION

Yellowknife Airport (YZF) is owned and operated by the Government of the Northwest Territories, Department of Infrastructure, North Slave Region, and is committed to providing a safe operating environment for the travelling public, air carriers, and other user groups at the airport.

YZF falls within the city limits but is located approximately 4 kilometers northwest of the Yellowknife City Centre. The airport has 2 runways 16/34 and 10/28. The approaches of the runways are located in unique and challenging areas. These areas include a public golf course, the city center, Jackfish Lake, Long Lake, Great Slave Lake and the Yellowknife Solid Waste Facility (located approximately 2.5km NE of threshold for RWY 28). The airport covers an area of approximately 1000 acres. YZF is a hub for the Northwest Territories and parts of Nunavut. The airport offers scheduled, charter passenger service, air freight and local air traffic services.

YZF Fire Department and Airfield Maintenance at the YZF maintain and monitor all runways, taxiways, aprons, airside roads and other airport property to mitigate and control wildlife hazards. The purpose of this plan is to establish guidelines and procedures for the management and control of birds and mammals at YZF.

AREA	MEASUREMENTS (IN FEET)	SQUARE FEET (FT ²)	SQUARE METERS (M ²)
Rwy 16-34	7,500' x 150'	1,125,000	104,516
Rwy 10-28	5,000' x 150'	750,000	69,677
All Taxiways	11,827' x 75'	887,025	82,407
Apron	1294' x 400'	517,570	48,084
Total		3,279,595	304,684

Hours of Operation

YZF regular hours of operation are established to provide such services as routine surface maintenance and wildlife control as follows:

YZF is operational 24 hours a day 7 days a week and is capable of both IFR and VFR operations. The airport supports 4 major air carriers as well as several small charter and scheduled air carriers. There are scheduled flights every day of the week.

Airport Traffic

The critical aircraft using the YZF is the Boeing 737 operated by Canadian North, Westjet and Air North. Air Canada and Westjet also fly Bombardier and Q400 aircraft daily. The airport has an air tanker base, two large helicopter charter companies and one charter jet company on the airport.

The types of aircraft using the YZF on a regular basis are:

- (a) Boeing 737
- (b) Avro RJ85
- (c) ATR 42
- (d) Bombardier Dash 7/8
- (e) BAE Jetstream
- (f) Dornier Do 228
- (g) Twin Otter
- (h) DC-4
- (i) DC-3
- (j) Boeing C-46
- (k) Boeing C-17
- (l) Cessna 150, 172, 185, 206, Caravan
- (m) Numerous helicopters
- (n) King Air 100/200
- (o) Lear Jet
- (p) Pilatus PC-12 17. CL-215
- (q) Air Tractor – Fire Boss

Plan Principal Participants

Regional Airport Manager: (YZF)

The Regional Airport Manager (RAPM) is responsible for establishing a Wildlife Management Plan and holds overall responsibility for the Plan. The RAPM is also responsible for ensuring that strike reports, issuance of NOTAMs, updating the Master Wildlife Activity Database (AIM World) and providing annual reports to the appropriate agencies and departments. The RAPM is the holder of the GNWT Environment and Natural Resources (ENR) kill permit. The Director of Air, Marine & Safety Division is the holder of the Environment Canada Canadian Wildlife Service (CWS) kill permit.

YZF Fire Chief

YZF Fire Chief is responsible for daily implementation of the Plan as well as advising the Regional Airport Manager of any changes to current wildlife hazards at/near the airport so that the Wildlife Activity Database (AIM World) can be updated.

YZF Firefighters

YZF Firefighters are responsible for the actual daily patrols and completion of the Daily Activity Reports that are used to provide current information on the Wildlife Activity Database (AIM World).

Tower Controllers

Tower Controllers will promptly report any wildlife that is observed on airside of the Airport Fire Department.

The following table identifies the key roles and responsibilities under this plan:

NAME AND CONTACT TELEPHONE NUMBER	TITLE	KEY AWMP RESPONSIBILITIES
Randy Straker 867-767-9091 ext. 31235	Airport Manager	• Implementation and responsibility of the AWMP; • Acquisition of the various permits; • Provision of training and awareness programs; and • Review and submission of the Annual Strike Reports and two year updates.
Jason Clarke 867-767-9091 Ext 31271	Fire Chief	• Coordinating and supervising the operation of the AWMP; • Coordination of training, safety assurance; • Ensuring that the necessary equipment is available; • Ensuring that Airport operations are consistent with the requirements of the AWMP; and • Ensuring all activities are undertaken following SOP's and safety protocols ,

YZF Firefighters 867-873-2191	Airport Fire Fighters	• Maintenance of the Wildlife Management Log (e.g., including strike data, details on wildlife numbers and activity; AVMP measures undertaken, firearm use details; details on the use of lethal reinforcement and monthly summaries); • Co-ordination of the monitoring program; • Preparation of the annual strike report; • Ensuring that the appropriate permits are current and present on-site; • The identification of equipment, resource and training needs. • Daily patrols • Daily Reporting
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Bird / Wildlife Strike Data

The following table provides a brief summary of strike data for this airport since 2013.

TABLE 1 – STRIKE DATA FOR YZF

Species	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total	Percentage
Goose	0	0	0	0	0	0	0	1	0	0	0	1	1.0%
Golden Plover	0	0	0	0	0	2	0	0	0	0	0	2	2.1%
Herring Gulls	1	0	3	1	1	3	1	0	2	8	13	33	34.0%
Killdeer	0	0	0	0	0	0	0	2	0	0	0	2	2.1%
Ptarmigan	0	0	0	1	1	0	0	0	0	0	0	2	2.1%
Ravens	1	0	1	2	0	1	0	0	1	2	0	8	8.2%
Sandhill Crane	0	0	0	0	2	0	0	0	0	0	0	2	2.1%
Sandpipers	0	0	0	0	0	0	0	0	1	0	0	1	1.0%
Snow Bunting	0	2	1	0	1	4	4	0	20	10	0	42	43.3%
Sparrows	0	0	0	0	1	0	0	0	0	0	0	1	1.0%
Unknown	0	0	0	0	0	1	0	0	0	1	1	3	3.1%
Total	2	2	5	4	6	11	5	3	24	21	14	97	

NOTE: Airport strike history reports can be obtained from Transport Canada upon request.

Records

The Regional Airport Manager keeps records of ALL reported, either by pilots, ground personnel or aircraft maintenance personnel, wildlife strikes at the Airport and the records are located and accessible in an electronic database (AIM World).

Wildlife Survey

See Appendix G for detailed wildlife (ecology) survey of airport in the “Wildlife Management Plan Risk Assessment/Analysis Document” or equivalent document.

This survey has identified wildlife hazards (including those referred to in CARs 322.302) in an airport flight pattern or movement area.

Risk Analysis

Canadian Aviation Regulation section 302.304 and 322.304 requires that a risk analysis for wildlife plans be completed in writing, see Appendix H for risk analysis.

The risk analysis encompasses the following:

- Collection of data (wildlife strikes, aircraft movements, aircraft types, ecological studies, wildlife inventories)
- Consultation with a representative sample of air carriers/private operators that use airport
- Conduct a risk analysis that evaluates the collected information
- Identify risk associated with the wildlife hazards
- Measures to manage, remove the hazard or mitigate the risk
- Make the risk analysis available for inspection by Transport Canada

Species at Risk

If Species at Risk (SAR) are identified at the airport, the Airport Manager will contact the applicable authorities, Environment Canada or Environment and Natural Resources (ENR) GNWT. Species at Risk are identified in Appendix F.

The SAR list in Appendix F will be updated when new species are added and will be verified up-to-date during the Regional Airport Manager's review every two (2) years.

Permits

There are currently two permits issued to YZF. Permit # 1 is Environment Canada – Canadian Wildlife Service (CWS) Migratory Bird Kill Permit # AP-NR-2023-001. Permit # 2 is GNWT Dept. of Environment and Natural Resources General Wildlife Permit # GW 501353.

The Regional Airport Manager will submit an annual report to Environment Canada by January 31, each year, detailing the number of migratory birds killed at the airport. See **APPENDIX A** for copies of the permits.

Habitat and Attractants

This section outlines key habitats found on the airport lands.

- A) Large wooded areas can be found in the following areas of the Yellowknife Airport:
- The west side of Runway 16/34 from the intersection to the button of 34
 - The approach of Runway 34
 - The east side of Runway 16/34 from the intersection to the threshold of Runway 34
 - The approach of Runway 10
 - The south side of Runway 10 from the intersection to the threshold of Runway 28

These areas are located away from the runways as there are large open areas around all the runways.

Problems: Provides nesting, feeding, and protection for both birds and mammals.

Control: Must be actively patrolled. (Active)

B) Large water ponds can be found in the following areas of YZF:

- The side of taxiway Golf in the spring has a large pond due to run off of melting snow. (Ducks and geese can be found here each spring)
- The west side of Runway 16 at the two thousand foot marker. (This pond is here year round and houses ducks, geese, Sandhill cranes, and numerous other small water birds)
- The infield south of the VOR has another small pond each spring. (Ducks use this for resting each spring and it usually dries up by the end of May)
- The west side of the button of Runway 10 has a large pond each spring, which dries up usually the end of May.
- There are other small ponds in the infield created by the spring melt but they dry up quickly.
- There are large drainage ditches on the sides of each runway that also collect water.

Problems: Provides nesting areas for ducks and geese. Also provides a food source for the ducks, geese and other birds. Aircraft landing/taking off startle the birds off the water and they fly over the runway before landing again.

Control: These areas are actively patrolled with the use of pyrotechnics and shotgun (Active). We proactively manipulate the habitat (Passive) by clearing and brushing the trees around the ponds and by cleaning the culverts to reduce water build-up in the ditches.

C) Large grassy fields surround both runways.

Problems: Provides resting and feeding areas for all different kinds of birds.

Controls: Active and Passive measures are used on this area. The use of propane cannons, pyrotechnics seem to work well. For passive measures we use grass cutting and brushing of the ditches.

Hazard Priority and Control Methods

There are a variety of methods that are routinely employed in the ongoing process of wildlife control/management at YZF. These are categorized as either *Active* or *Passive* methods. The following wildlife hazards and the control methods to be used have been listing in order of priority:

Passive

1. Grass length the airport will be maintained throughout the spring/summer/fall period.
2. Both grass lengths will include efforts to cut prior to seeding and in the late fall to remove high standing seed-heads.
3. Wetland vegetation associated with drainage features will be cut and minimize where possible.
4. Drainage features have 4:1 side slopes and are piped where required.
5. All garbage bins on site will be wildlife 'proofed'.
6. Any feeding of wildlife on airport property will not be permitted.
7. Any animal remains, bird remains or garbage on airport property will be removed promptly to prevent flocking and feeding.

Active

1. Wildlife patrols will be maintained at irregular intervals throughout the times when the airport is open.
2. When bird migration starts propane bird cannons are placed around the airfield. Cannon location and timing will be varied to prevent habituation.
3. Sweeping of runway and taxiway areas will be undertaken in spring and fall following mass emergence of earthworms.
4. Gulls will be selectively shot at the airport to reinforce deterrents.
5. Geese will be shot in May and in fall as necessary to act as a deterrent.

6. Wildlife patrols will note any dead wildlife as strikes within 200 ft of the runway.
7. Wildlife patrols will photograph any struck wildlife and if necessary, bag some specimen material for identification by specialists.
8. Any animal carcasses on the airport or the adjacent road will be recorded, removed by wildlife patrols and disposed of in a manner that makes them unavailable to scavengers.
9. Pyrotechnics and report shells (reinforced with lethal control measures where appropriate) will be used whenever high or moderate risk species are seen during wildlife patrols.
10. Wildlife patrols will be increased in Spring/Fall or when monitoring shows increased use of the airport by gulls.
11. Wildlife patrols will be undertaken prior to nighttime flights are due, provided advance notice is given and staff are available.

Short Term vs. Long Term Solutions

Short-term solutions include such things as removing nests as soon as they are built on any of the airport grounds and making sure there is no FOD or open garbage containers on the airport. Long-term solutions include filing in small ponds on the airside of the airport.

Feeding / Food Waste

To further deter birds and mammals, trash receptacles shall be properly covered to prevent scavenging and it is prohibited to feed any wildlife on airport property.

Contacts

See APPENDIX E

Reporting and Monitoring

Regular patrols are completed throughout the day and increased when necessary. A minimum of 4 patrols are completed daily.

The following communication procedures have been established for the purposes of wildlife management at this airport:

1. Information will be provided directly from the field staff on duty to Air Traffic Services (ATS) via radio contact on ground frequency 121.900.
2. Field staff will be responsible for ensuring that updated wildlife information is provided to ATS immediately if an urgent situation arises and on a regular basis depending on the current conditions, or when requested by ATS. ATS will also relay any information received regarding wildlife observations to field staff in a timely manner via phone or radio contact on ground frequency 121.900.
3. ATS will provide information to pilots on current wildlife hazards and will ask pilots to report any wildlife observations to ATS, especially those observed while taxiing.
4. Wildlife activity will be regularly updated on the Automatic Terminal Information Service (ATIS) by NAV CANADA staff.
5. Entry in the Canada Flight Supplement (CFS) to warn pilots of hazardous wildlife or special NOTAM release.

This airport has a digital reporting system called AIM World. The data captured will include: date, start and finish, numbers and species, control activity, details of lethal control, results/evaluation, location of wildlife, weather, personnel, strike data, and other pertinent information.

Entry into the AIM World wildlife log should be completed for each of the following events:

1. Wildlife patrol completed (even if no wildlife is observed);
2. Wildlife found deceased on airport property;

3. Wildlife strike; and
4. Endangered or Protected wildlife are observed on airport property.

When reporting a wildlife strike, the Transport Canada online form must be used. The link is <http://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/bsis/>. YZF will report each strike through the online reporting system within 30 days of each occurrence.

Wildlife remains that are found within 200 feet of a runway, or an airside movement area are presumed to be a wildlife strike unless another cause of death is identified. If a bird or other wildlife remains are found and airport staff are unable to identify, consultation with ECC will be utilized. If the remains can't be identified, then airport staff are to contact University of Guelph at 519-824-4120 ext. 52226 to request for a kit. Once the kit is received, airport staff are to follow the sampling instructions specified in the kit to collect the feather or tissue samples and are to be sent to: **Attention Canadian Bird Strike Services, Biodiversity Institute of Ontario, University of Guelph, 50 Stone Road East, Guelph, ON, N1G 2W1** for identification. Bird (Wildlife) Strike Reports shall be filed through the online reporting system within 30 days of each occurrence.

Training (CARs 302.307)

The Airport Operator as represented by the Supervisor of the Plan (APM or Designate) shall complete required training every five years pursuant to the regulation.

The Firefighters and Airport Maintenance staff involved in the daily implementation (i.e. Wildlife Control Officers) will receive appropriate training at least once every five years.

The Regional Airport Manager shall maintain a record of each person's training for a period of five years and provide the Transport Canada Minister with a copy of any record, if requested. These training records are kept at the Yellowknife Combined Services Building.

Airport staff will complete the Wildlife Hazard Management course offered by Canadian Airports Online College every 5 years. This course will provide a comprehensive overview of the key elements involved in Wildlife Hazard Management and how these elements are integrated successfully into the airport's Wildlife Hazard Management Plan. For more information see the following website: <http://www.caoc.aero/Courses/Wildlife-Hazard-Management.aspx>.

In addition to training directly associated with wildlife behaviour and the application of management techniques as part of the AWMP, the following essential safety components will be covered:

- Safe use, storage and maintenance of pyrotechnic launchers; and
- Identification and mandatory use of safety equipment.
- Firearm cleaning and safety

The following table details the staff who have attended the training program or are proposed to do so. A training record will be kept in the GNWT's Digital Integrated Information Management System (Diims).

NAME	RESPONSIBILITY /TITLE	ATTENDED TRAINING PROGRAM	WILL ATTEND TRAINING PROGRAM BY
Jason Clarke	Fire Chief	April 2020	
Hugh Sutherland	Firefighter	May 2020	

Josh Menard	Captain	May 2020	
Taylor Clarke	Captain	May 2020	
Tyler Gould	Firefighter	April 2020	
Kristjan Goodman	Captain	April 2020	
Jonathan Simpson	Firefighter	July 2021	
Mick Avadluk	Firefighter	April 2022	
Scott Gregory	Firefighter	May 2023	
Logan Powell	Firefighter	June 2023	
Lauri Leppanen	Firefighter	July 2024	
Nathan Demoline	Firefighter	Oct 2024	

Firearms Permits, Storage, and Safety

Firearms are heavily restricted and special permits are required. Special training is required before they are used in or around this airport.

In addition, the use of firearms in Canada (e.g., shotguns, but not typical pyrotechnic launchers) requires the possession of a PAL (Possession and Acquisition License). To obtain this license it is necessary for the individual license holder to undertake the Canadian Firearms Safety Course. A Federal Registration Certificate is also required for individual firearms that identifies to whom they belong.

The firearm is kept locked in a metal locker at the Airport Fire Department in the Combined Services Building. This is a 12-gauge shotgun. When using the firearm / scare pistol hearing and eye protection must be worn. All 12 gauge shells used at the Yellowknife airport are steel shot and not lead. When using firearms, empty casings shall be recovered; they can cause serious damage when ingested into turbine aircraft engines. Care must be taken during the dry season and fall as the scare cartridges can easily start grass/forest fires quite easily.

Transport Canada Aerodrome Safety Circular 2004-023 "Pyrotechnic and Firearm Safety at Canadian Airports" document can be referenced for training and proper use.

No projectile shall be fired from inside any vehicle.

Firearms Registration

The only firearm for use at YZF is a shotgun which is registered to the GNWT / Department of Infrastructure North Slave Region under Public Agency ID # 14545.

PAL Holders

NAME	PAL NUMBER
Taylor Clarke	13138507.0002
Kristjan Goodman	12104467.0004
Josh Menard	12585496.0003
Jonathan Simpson	13223304.0002

Tyler Gould	13139283.0002
Scott Gregory	12016513.0005
Lauri Leppanen	12900946.0002
Nathan Demoline	13492458.0001

Copies of each individual PAL can be found in the GNWT's Digital Integrated Information Management System (Diims).

Wildlife Hazard Awareness Program

The Regional Airport Manager during operational meetings with air carriers/operators will review the Wildlife Management Plan identifying the priorities, hazards and reporting process of the Plan.

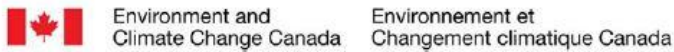
The Regional Airport Manager has and will continue to meet with the local government updating them on the Airport Wildlife Management Plan and any wildlife hazard or potential hazard issues to aircraft that occur within the vicinity of the airport that they may be able to assist with through mitigation, removal, etc.

Reference Material

The Airport Management and staff will use the following Reference material as a guide when and as required. The materials consist of the following:

- Wildlife Control Procedures Manual TP11500
- Transport Canada Airport Wildlife Management Bulletins
- Bird and Mammal Identification books
- TC posters and videos
- Other training materials such as MDO/AMT modules
- Transport Canada Airport Wildlife Safety Bulletins
- CAOC Online Training

APPENDIX A – PERMITS



Airport Permit

Permit issued under the *Migratory Birds Convention Act, 1994* (S.C. 1994, c.22) pursuant to paragraph 12(1)(c) and section 72 of the *Migratory Birds Regulations, 2022*.

Permit number:

AP-NR-2023-NT-001

Valid From: (yyyy/mm/dd)

2024/01/01

Expiry date: (yyyy/mm/dd)

2028/12/31

Report due annually on: (mm/dd)

12/31

Permit holder (full name):

Kevin Dragon
Government of Northwest Territories
Director, Air, Marine & Safety Division; Department of Infrastructure

Mailing address:

5015-46 street 1320
Yellowknife Northwest Territories
X1A 2L9 Canada

Telephone number:

8677679084 EX:31066

Email address:

kevin_dragon@gov.nt.ca

Airport

Aklavik Airport
Bag Service 1, Inuvik, NT, X0E 0T0
Aklavik Northwest Territories

Operated By

GNWT

Colville Lake Airport
Bag Service 1000, Norman Wells, NT, X0E 0V0
Colville Lake Northwest Territories

GNWT

Deline Airport
Bag Service 1000, Norman Wells, NT, X0E 0V0
Deline Northwest Territories

GNWT

Fort Good Hope Airport
Bag Service 1000, Norman Wells, NT, X0E 0V0
Fort Good Hope Northwest Territories

GNWT



Airport Permit issued under the *Migratory Birds Regulations*

Permit number:

AP-NR-2023-NT-001

Fort Liard Airport
P.O. Box 86, Fort Simpson, NT X0E 0N0
Fort Liard Northwest Territories

GNWT

Fort McPherson Airport
Bag Service 1, Inuvik, NT, X0E 0T0
Fort MacPherson Northwest Territories

GNWT

Fort Providence Airport
202 Airport Road, Hay River, NT, X0E 0R9
Fort Providence Northwest Territories

GNWT

Fort Resolution Airport
P.O. Box 65, Fort Smith, NT, X0E 0P0
Fort Resolution Northwest Territories

GNWT

Fort Simpson Airport
P.O. Box 86, Fort Simpson, NT, X0E 0N0
Fort Simpson Northwest Territories

GNWT

Fort Smith Airport
P.O. Box 65, Fort Smith, NT, X0E 0P0
Fort Smith Northwest Territories

GNWT

Gameti Airport
100 Idaa Road, Yellowknife, NT, X1A 3T2
Gameti Northwest Territories

GNWT

Hay River Merlyn Carter Airport
202 Airport Road, Hay River, NT, X0E 0R9
Hay River Northwest Territories

GNWT

Inuvik Mike Zubko Airport
Bag Service 1, Inuvik, NT, X0E 0T0
Inuvik Northwest Territories

GNWT

Jean Marie River Airport
P.O. Box 86, Fort Simpson, NT, X0E 0N0
Jean Marie River Northwest Territories

GNWT

Lutsel Ke Airport
100 Idaa Road, Yellowknife, NT, X1A 3T2
Lutsel Ke Northwest Territories

GNWT

Nahanni Butte Airport
P.O. Box 86, Fort Simpson, NT, X0E 0N0
Nahanni Butte Northwest Territories

GNWT

Norman Wells Airport
Bag Service 1000, Norman Wells, NT, X0E 0V0
Norman Wells Northwest Territories

GNWT

Airport Permit issued under the *Migratory Birds Regulations*

Permit number:

AP-NR-2023-NT-001

Paulatuk Nora Aliqatchialuk Airport
Bag Service 1, Inuvik, NT, X0E 0T0
Paulatuk Northwest Territories

GNWT

Sachs Harbour David Nasogaluak Jr. Saaryuaq
Airport
Bag Service 1, Inuvik, NT, X0E 0T0
Sachs Harbour Northwest Territories

GNWT

Sambaa K'e Airport
P.O. Box 86, Fort Simpson, NT, X0E 0N0
Sambaa K'e Northwest Territories

GNWT

Tuktoyaktuk James Gruben Airport
Bag Service 1, Inuvik, NT, X0E 0T0
Tuktoyaktuk Northwest Territories

GNWT

Tulita Airport
Bag Service 1000, Norman Wells, NT, X0E 0V0
Tulita Northwest Territories

GNWT

Ulukhaktok Airport
Bag Service 1, Inuvik, NT, X0E 0T0
Ulukhaktok Northwest Territories

GNWT

Wekweeti Airport
100 Idaa Road, Yellowknife, NT, X1A 3T2
Wekweeti Northwest Territories

GNWT

Whati Airport
100 Idaa Road, Yellowknife, NT, X1A 3T2
Whati Northwest Territories

GNWT

Wrigley Airport
P.O. Box 86, Fort Simpson, NT, X0E 0N0
Wrigley Northwest Territories

GNWT

Yellowknife Airport
100 Idaa Road, Yellowknife, NT, X1A 3T2
Yellowknife Northwest Territories X1A 3T2

GNWT

Activities authorized under this permit:

Scaring with a firearm or aircraft and/or killing migratory birds at an airport that are considered to be a danger to aircraft operating at that airport.

Species Affected

- All Migratory Birds (SARA Not Included)

Airport Permit issued under the *Migratory Birds Regulations*

Permit number:

AP-NR-2023-NT-001

General Terms and Conditions:

1. This permit is non-transferable and is not valid if altered, other than by the Minister.
2. This permit only authorizes the permittee and nominees to scare or kill and take migratory birds on the airport that are considered to be a danger to aircraft operating at the airport, and to properly dispose of the carcasses in accordance with the Guidelines for the Euthanasia and Humane Killing of Migratory Birds in Canada – Carcass Disposal - Canadian Wildlife Health Cooperative (CWHC) (available at cwhc-rcsf.ca).
3. This permit does not authorize the removal or destruction of migratory bird eggs or nests.
4. The airport permit holder and any nominees must comply with all other applicable federal, provincial, territorial, municipal laws, bylaws and regulations and must acquire any other necessary permits or authorizations
5. The airport permit holder and/or nominees must carry a copy of the signed permit at all times while conducting any activities authorized by the permit. These include scaring a migratory bird with an aircraft or firearm, killing a migratory bird and transporting the bird for disposal. A copy of the permit must be shown to any Game Officer, or other authorized officer, immediately upon request.
6. All migratory birds and carcasses taken under the authority of this permit remain the sole property of the Crown and shall not be traded, gifted, sold or exchanged.
7. All migratory bird carcasses must be disposed of in accordance with applicable federal, provincial, territorial, municipal laws, bylaws and regulations.
8. The airport permit holder and nominees are authorized to transport or ship carcasses off airport property for the purpose of disposal.
9. The airport permit holder must maintain accurate records of the migratory birds killed, including Species at Risk, and submit a Report for the Migratory Birds Airport Permit form or other suitable document before December 31st of each year that the permit is valid to their CWS regional office. The report must contain date of kill, migratory bird species, number killed by each species, location where they were taken, method of kill and band/tag numbers if applicable. Failure to submit a satisfactory report may result in future permit requests being delayed.

Nominee(s):

Name	Organization
Fort Simpson Airport Manager	GNWT- Department of Infrastructure
Fort Smith Airport Manager	GNWT- Department of Infrastructure
Hay River Airport Manager	GNWT- Department of Infrastructure
Inuvik Airport Manager	GNWT- Department of Infrastructure
Norman Wells Airport Manager	GNWT- Department of Infrastructure
Yellowknife Airport Manager	GNWT- Department of Infrastructure

Airport Permit issued under the *Migratory Birds Regulations*

Permit number:

AP-NR-2023-NT-001

I declare that I have read and understood all the information contained in this permit, including all of the terms and conditions. I understand that this permit may be cancelled should I, or any nominees, be found in violation of the permit conditions.

Permit holder (full name)

Kevin Dragon

Permit holder (signature)



Date: 2023/10/18 (yyyy/mm/dd)

Permit issuer (full name)

Lisa Pirie-Dominix

Canadian Wildlife Service, on behalf of the
Minister of Environment and Climate Change
Canada

Permit issuer (signature)

PirieDominix, Lisa

Digitally signed by
PirieDominix, Lisa
Date: 2023.10.31
10:10:40 -04'00'

Date: 2023/09/28 (yyyy/mm/dd)

General Information:

1. The holder of an airport permit shall have the permit on his person at all times when attempting to take any migratory bird, nest or egg and when in possession of any migratory bird, nest or egg and shall show the permit to any game officer upon request.
2. The holder of an airport permit must ensure compliance with the Species at Risk Act, S.C. 2002, c. 29 (SARA) when undertaking any actions affecting migratory bird species, or their residences or habitat, that are listed as threatened, endangered or extirpated pursuant to Schedule 1 of SARA.

Department of Environment and Natural Resources
Ministère de l'Environnement et des Ressources naturelles
Pursuant to the *Wildlife Act*
En vertu de la *Loi Sur la Faune*

GW501353

Page 1 of 1

**GENERAL WILDLIFE PERMIT
PERMIS GÉNÉRAL DE GIBIER**

Last Name - Nom de famille		First Name - Prénom usuel		In L
Department of Infrastructure				
Residence Address - Adresse du domicile			Mailing Address (if different) - Adresse postale (si différente)	
# 1 Yellowknife Airport				
City/Town - Ville			Territory	Postal Code postal
Yellowknife			NT	X1A 3T6
Phone No. - N° de téléphone	Cell No. - No de cellulaire	Email		
867-446-9085	867-446-9085			

Date Issued Émis le	d-j	m-m	y-a	Vendor No. N° de l'agent	Issued at - Délivré à	Licence Fee - Permis frais	GST - TPS	Fee - Frais
	12	07	2024	228	ENR North Slave Regional Office	\$ 0.00	+ \$ 0.00	= \$ 0.00

Is hereby authorized to conduct the following activity (include section permit is issued under):
Est autorisé par le présent aux activités suivantes (Ainsi que l'article en vertu duquel le permis a été émis):

Deter wildlife that are endangering aircraft operations at the Yellowknife Airport, Lutsel K'e Airport, Whati Airport, Gameti Airport and Wekweeti Airport.

Conditions:

Consult with ECC for any requirement in destroying wildlife as all deterrent efforts must be exhausted prior to such activities.

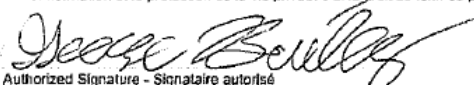
Destroying wildlife must be carried out by ECC. Annual report must be submitted upon expiry of Permit

This licence is valid Ce licence est valide		FROM	d-j	m-m	y-a	EXPIRES	d-j	m-m	y-a
		DU	12	07	2024	EXPIRE LE	31	03	2025

I declare that the information provided on this form is correct. I understand that it is an offence to give false or misleading information.
Information collected is protected under the Access of Information and Protection of Privacy Act. I am eligible to hold this licence/permit.


Licence Holder - Signature - Titulaire du licence

J'atteste par la présente que les renseignements donnés ci-dessus sont vrais. Je comprends que faire une déclaration trompeuse constitue une infraction.
Les renseignements recueillis sont protégés en vertu de la Loi sur l'accès à l'information et la protection de la vie privée. J'ai le droit de tenir ce permis.


Authorized Signature - Signataire autorisé

APPENDIX B – BIRD STRIKE FORMS

	Transport Canada Safety and Security	Transports Canada Sécurité et sûreté																																																																																							
Bird/Wildlife Strike Report Rapport d'impact d'oiseau/de mammifère																																																																																									
TYPE ☐ Bird Strike/Impact d'oiseau ☐ Bird Near Miss/Quasi-impact d'oiseau		☐ Mammal Strike/Impact de mammifère ☐ Mammal Near Miss/Quasi-impact de mammifère		DATE	LOCAL TIME HEURE LOCALE																																																																																				
REPORTING SOURCE SOURCE DU RAPPORT		☐ Pilot/Pilote ☐ Site	☐ Airline/Compagnie aérienne ☐ Museum/Musée	OPERATOR EXPLOITANT	HEIGHT (AGL, feet) ALTITUDE (AGL, pieds)	SPEED (IAS knots) VITESSE (vi-nœuds)																																																																																			
AIRCRAFT INFORMATION – INFORMATION SUR L'AVION																																																																																									
Model/Modèle		Registration/Immatriculation		Engine Type/Type de moteur																																																																																					
Make/Marque		Flight No./N° de vol		Engine Make/Marque du moteur																																																																																					
AIRPORT AÉROPORT	Name/Nom	Code	Province	Region/Région	Runway/Piste																																																																																				
PHASE OF OPERATION PHASE DE L'OPÉRATION																																																																																									
☐ Takeoff Run/Roulement au décollage ☐ Approach/Approche ☐ Landing Roll/Roulement à l'atterrissage ☐ Climb/Montée ☐ Descent/Descente ☐ Taxi/Circulation au sol ☐ En route/Croisière (Distance from Airport/Distance de l'aéroport _____) ☐ Parked/Stacionnement																																																																																									
PART(S) STRUCK/DAMAGED PARTIE(S) TOUCHÉE(S)/ENDOMMAGÉE(S)		EFFECT(S) ON AIRCRAFT/FLIGHT EFFET(S) SUR L'AVION/LE VOL		LIGHT CONDITION CONDITION D'ÉCLAIRAGE																																																																																					
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BIRD / MAMMAL INFORMATION INFORMATION CONCERNANT L'OISEAU / LE MAMMIFÈRE																																																																																									
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BIRD REMAINS SUBMITTED FOR IDENTIFICATION? LES RESTES DE L'OISEAU ONT-ILS ÉTÉ EXPÉDIÉS POUR IDENTIFICATION?		☐ Yes/Oui ☐ No/Non		PILOT WARNED OF BIRDS? PILOTE AVERTI DE LA PRÉSENCE DES OISEAUX?																																																																																					
				☐ Yes/Oui ☐ No/Non																																																																																					

51-0272 (06-97)

Bird/Wildlife Strike Report		Rapport d'impact d'oiseau/de mammifère			
INFORMATION ON ENGINE DAMAGE STRIKES INFORMATION CONCERNANT LE MOTEUR ENDOMMAGÉ PAR L'IMPACT D'OISEAUX					
Reason for Failure/Shutdown Raison de la panne/de l'arrêt du moteur	Engine Motor No. – N° du moteur				Comments – Commentaires
	1	2	3	4	
Engine Uncontained Failure Panne de moteur avec perforation des parois					
Fire Feu					
Shutdown - Vibration Arrêt-moteur - Vibrations					
Shutdown - Temperature Arrêt-moteur - Température					
Shutdown - Fire Warning Arrêt-moteur - Alarme incendie					
Shutdown - Arrêt-moteur Other (specify)/Autre (précisez)					
Shutdown Unknown Arrêt-moteur inconnu					
Estimated % of Thrust Lost Estimation en % de la perte de puissance					
Estimated Number of Birds Ingested Estimation du nombre d'oiseaux impliqués					
ADDITIONAL INFORMATION INFORMATION SUPPLÉMENTAIRE					
COST INFORMATION INFORMATION SUR LES COÛTS Aircraft Time Out of Service/ Durée de la mise hors service de l'aéronef Hours Heures			Estimated Cost of Repairs or Replacement/ Estimation des coûts de réparation ou de remplacement \$CDN (In Thousands/En milliers)		DAMAGE CATEGORY (DND) CATÉGORIE ENDOMMAGÉE (MDN) Estimated Other Costs (e.g., Loss of Revenue, Hotels) Estimation des autres coûts(ex. perte de revenus, hôtels) \$CDN (In Thousands/En milliers)
REMARKS – REMARQUES					
REPORT BY / DÉPOSÉ PAR: _____ DATE: _____ ORGANIZATION / ORGANISATION: _____ TELEPHONE #/N° DE TÉLÉPHONE #: (____) _____					

51-0272 (06-97)

APPENDIX C – ACCIDENT/INCIDENT REPORT FORMS



INCIDENT, HAZARD, OR SUGGESTION REPORTING FORM

This form is used to report an Incident, a Near-Miss, an Unsafe Condition, or an Unsafe Practice.
This report is subject to the Department of Infrastructure's Safety and Non Punitive Reporting Policy.

FORMULAIRE DE SIGNALEMENT D'UN ACCIDENT OU D'UN DANGER, ET RECOMMANDATIONS CONNEXES

Vous pouvez utiliser le présent formulaire pour signaler un accident, un quasi-accident ou une pratique dangereuse.
Votre déclaration est assujettie à la politique de rapport sur la sécurité n'entraînant pas de mesures disciplinaires du ministère de l'Infrastructure.

About you / À votre sujet		
First name / Prénom	Middle name / Second prénom	Last name / Nom
Mailing address (optional) / Adresse postale (facultatif)		
Telephone / Téléphone	Email address (optional) / Adresse courriel (facultatif)	
Keep name confidential ☐ Yes ☐ No (Yes assumed if left blank) Souhaitez-vous que votre nom demeure confidentiel? ☐ Oui ☐ Non (Nous supposons que la réponse est « Oui », si vous ne répondez pas)		
Incident or Hazard / Incident ou danger		
Location of Incident or Hazard / Lieu de l'incident ou du danger		Date of Incident or Hazard / Date de l'incident ou du danger
Details of Incident or Hazard (Describe in detail and include any objects or equipment involved.) Détails de l'incident ou du danger (décrivez-le de façon détaillée et indiquez si des objets ou de l'équipement sont en cause.)		
Corrective Actions Proposed (Please provide your suggestions to correct this issue.) Mesures correctives proposées (formulez des recommandations qui contribueraient à régler le problème.)		
Email Form / Soumettre le formulaire par courriel Save Form / Sauvegarder le formulaire Print Form / Imprimer le formulaire		

PLEASE SUBMIT THIS FORM:

- By Hand to: the Regional Airport Manager;
- By FAX to 867-873-0297;
- By Phone to (877) 989-1400;
- By Email to airportsincidents@gov.nt.ca; or
- By Canada Post to: Air, Marine and Safety Division, Department of Infrastructure, P.O. Box 1320, Yellowknife NT X1A 2L9

This information is being collected by the Department of Infrastructure pursuant to section 40(c) of the *Access to Information and Protection of Privacy Act* and the provisions of the Canadian Aviation Regulations for the purpose of prompting public safety and reporting any hazards, perceived hazards and/or incidents. Questions about the collection of this information can be directed to the Manager of Air Safety & Security:

Manager
Air, Marine and Safety Division
Department of Infrastructure
P.O. Box 1320
Yellowknife, NT, X1A 2L9
Phone: (867) 767-9084, extension 31088

ENVOYEZ LE PRÉSENT FORMULAIRE AUX COORDONNÉES CI-DESSOUS.

- En personne, au directeur régional des services aéroportuaires;
- Par télécopieur, au 867-873-0297;
- Par téléphone, au 1-877-939-1400;
- Par courriel, à airportsincidents@gov.nt.ca;
- Par la poste, à l'adresse suivante : Division de la sécurité et des services maritimes et aériens, Ministère de l'Infrastructure, C. P. 1320, Yellowknife NT X1A 3Y3.

Ces renseignements sont recueillis par le ministère de l'Infrastructure en vertu du paragraphe 40(c) de la *Loi sur l'accès à l'information et la protection de la vie privée* et des dispositions du Règlement de l'aviation canadien dans le but de rehausser la sécurité publique et de faciliter le signalement de tout incident ou de tout danger perçu ou réel. Pour toute question concernant la collecte de ces renseignements, communiquez avec le gestionnaire de la Division de la sûreté et de services maritimes et aériens :

Gestionnaire
Division de la sûreté et de services maritimes et aériens
Ministère de l'Infrastructure
Gouvernement des Territoires du Nord-Ouest
C. P. 1320
Yellowknife NT X1A 2L9
Tél. : 867-767-9084, poste 31088

APPENDIX D – MAPS



APPENDIX E – CONTACT NUMBERS

CONTACT	PHONE	FAX
Regional Airport Manager (YZF)	867-767-9091 ext. 31235	873-3313
Regional Superintendent	867-767-9089 ext. 31186	
Maintenance	867-920-2619	
Airport Firehall	867-873-2191	
Duty Manager (YZF)	867-445-5518	867-873-3313
Flight Services	867-873-4049	
Control Tower	867-873-3121	867-765-4968
ENR	867-873-7181	
Cdn Wildlife Service (CWS)	867-669-4700	867-873-8185

APPENDIX F – SPECIES AT RISK

SPECIES	STATUS IN NWT		STATUS IN CANADA		AREA
	SARC Assessment	NWT List of Species at Risk	COSEWIC Assessment	Federal Species at Risk Act list	NWT region where the species is found
MAMMALS					
Barren-ground Caribou	Threatened	Threatened	Threatened	Under Consideration	Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Boreal Caribou	Threatened	Threatened	Threatened	Threatened	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Grizzly Bear	Special Concern	No status	Special Concern	Special Concern	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Little Brown Myotis	Special Concern	Special Concern	Endangered	Endangered	Dehcho, Sahtú, South Slave, North Slave / Tłı̨chǫ
Wolverine	Not At Risk	No status	Special Concern	Special Concern	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Wood Bison	Threatened	Threatened	Special Concern	Threatened	Dehcho, South Slave, North Slave / Tłı̨chǫ
BIRDS					
Bank Swallow	Not applicable	Not applicable	Threatened	Threatened	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Barn Swallow	Not applicable	Not applicable	Threatened	Threatened	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Common Nighthawk	Not applicable	Not applicable	Special Concern	Threatened	Dehcho, Sahtú, South Slave, North Slave / Tłı̨chǫ
Evening Grosbeak	Not applicable	Not applicable	Special Concern	Special Concern	Dehcho, South Slave, North Slave / Tłı̨chǫ
Harris's Sparrow	Not applicable	Not applicable	Special Concern	Under Consideration	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ

Horned Grebe	Not applicable	Not applicable	Special Concern	Special Concern	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Olive-sided Flycatcher	Not applicable	Not applicable	Special Concern	Threatened	Dehcho, Gwich'in, Sahtú, South Slave, North Slave / Tłı̨chǫ
Peregrine Falcon anatum/tundrius complex	Not assessed	No status	Not at risk	Special Concern	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Red-necked Phalarope	Not applicable	Not applicable	Special Concern	Special Concern	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Rusty Blackbird	Not assessed	No status	Special Concern	Special Concern	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Short-eared Owl	Not assessed	No status	Special Concern	Special Concern	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Yellow Rail	Not applicable	Not applicable	Special Concern	Special Concern	Dehcho, South Slave, North Slave / Tłı̨chǫ
FISHES					
Shortjaw Cisco	Not applicable	Not applicable	Threatened	No status	Dehcho, Sahtú, South Slave, North Slave / Tłı̨chǫ
INSECTS					
Gypsy Cuckoo Bumble Bee	Data Deficient	No status	Endangered	Endangered	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Suckley's Cuckoo Bumble Bee	Not assessed	No status	Threatened	Under Consideration	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Transverse Lady Beetle	Not assessed	No status	Special Concern	Under Consideration	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ
Yellow-banded Bumble Bee	Not At Risk	No status	Special Concern	Special Concern	Dehcho, Gwich'in, Inuvialuit, Sahtú, South Slave, North Slave / Tłı̨chǫ

APPENDIX G -WILDLIFE MANAGEMENT PLAN – RISK ASSESSMENT/ANALYSIS

The Wildlife Management Plan Risk Assessment/Analysis Document

AIRPORT: Yellowknife Airport

DATE: October 2024

Background

This document was developed to assist Regional Airport Managers in the completion of a Risk Assessment/Analysis as required under CARs 322.304 (Risk Analysis for Wildlife Plans).

The Risk Analysis for Wildlife Plans must be in writing and available upon request from the Minister of Transport (Transport Canada) for inspection.

Information contained in this document was taken from the Q850 process as it pertains to Transport Canada Civil Aviation as well as Transport Canada template for the development of airport wildlife management plans.

Process Background

There are seven steps in the process which are explained and will assist in completing the Risk Assessment/Analysis:

1. Initiate the process
2. Perform preliminary analysis
3. Estimate the risk
4. Evaluate the risk activity
5. Control the risk
6. Take action
7. Monitor impact

It is important to keep all documentation that was used in developing this report.

Airport Environment

In addition to the immediate airport environment, the risk assessment/analysis must consider the area outside of the airport. For this reason the typical approach and takeoff routes for all runways and both types of air traffic (i.e., local and itinerant) need to be considered.

NOTE: Risk Assessments at major airports should be considered being conducted by experienced bird-hazard consultants – even if the task is to simply validate data obtained from other sources.

Step 1: Initiate the Process

Accurate risk assessment/analysis results from thorough research. Begin your research by collecting relevant documents and data.

The following list includes some valuable sources of information:

(Indicate usage by checking off which documents were used and attach the documents to this report)

- **Internet resources** - information on regional wildlife studies.
- **Municipal governments** - information on the location of landfills and other facilities that may attract birds.
- 1:50,000 topographical maps, aviation VNC charts or other mapping available - often indicate the location of landfills, wildlife refuges, parks, etc.
- **Territorial environment and natural resources ministries**- reports that contain valuable data on wildlife populations, movements and trends.
- **Canadian Wildlife Service** - relevant reports and helpful staff.
- **Transport Canada** - TC bird identification posters and commercially available field guides will help you identify bird species common to your area. Bird-strike data is also available from TC, as is the book **Sharing the Skies**, which provides a strategic overview of management planning related to wildlife hazards.
- **Consulting firms** - several consulting firms have conducted bird-hazard studies at Canadian airports. This information may also be available through your TC Regional Office.
- **Airport records** - your own airport records may offer a valuable historical perspective on hazardous wildlife species in your area.
- **Statistics Canada Data** – TP141/577 for Air Traffic Services (i.e. Towers/FSS/CARS/Other).
- **Other** – other documents that provided wildlife data relevant to this assessment.

The Regional Airport Manager is also required to consult with a representative sample of the aircraft operators, both commercial and private, that use the airport - CAR 302.304(1). Appendix A contains a form that can be used to obtain information from air operators as part of the data collection.

Regional Airport Managers can also complete the consultation by other means such as meeting, phone conference, interviews, etc. with air operators. Document what was discussed and any information obtained and attached to the report.

- Request Forms - requesting for input from aircraft operators were sent out
-

List of aircraft operators solicited:

1. Air Tindi
2. Canadian North
3. Summit Air
4. DND 440

NOTE: To date not one of the air carriers who were requested to provide input into this analysis has replied to the Airport.

Step 2: Perform Preliminary Analysis

A preliminary review of existing documents should provide a focus for your work. Bird-strike data can reveal the species most frequently involved in collisions with aircraft, as well as the times of year, month and day when incidents are most likely to occur. If a serious wildlife incident has ever taken place at your airport, the records will provide valuable risk-assessment data. Interviews with pilots and airline flight-operations staff may provide additional data and highlight specific issues that should be addressed in a management plan. These interviews will also help you meet the stakeholder-analysis requirements.

Use the following charts to assist in completing a preliminary analysis of the information obtained or if you have another report

with information attach documents to report:

Local and Itinerant Airport Traffic

Local Airport Traffic

CLASSIFICATION	ANNUAL MOVEMENTS (2023)	TREND IN MOVEMENTS	COMMENTS
Local	7,174	Decreasing	

Itinerant Aircraft Movements

CLASSIFICATION	ANNUAL MOVEMENTS (2023)	TREND IN MOVEMENTS	COMMENTS
Piston	1,831	Decreasing	
Helicopter	9,381	Increasing	
Turbo prop	28,569	Decreasing	
Jet	7,102	Increasing	
Others	6	Increasing	Gliders etc.

The airport typically receives between **52,000** and **60,000** movements of air traffic per year and is increasing by 3% a year.

CANSIM Tables

<https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=2310030001>

<https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=2310029701&pickMembers%5B0%5D=2.187&cubeTimeFrame.startMonth=01&cubeTimeFrame.startYear=2022&cubeTimeFrame.endMonth=12&cubeTimeFrame.endYear=2022&referencePeriods=20220101%2C20221201>

Once you have determined the number of movements for each type of classification you can now use the data to generalize each of the categories below and their strike susceptibility level (high, moderate or low). It is acknowledge that the strike susceptibility level is a subjective value.

Airport Traffic

	AIRCRAFT CLASSIFICATION	STRIKE SUSCEPTIBILITY LEVEL	APPROXIMATE ANNUAL AVERAGE MOVEMENTS (2022-2023)	OTHER CONSIDERATIONS
1.	Jet	High	6,500	
2.	Helicopter and Turboprop	Moderate	35,900	
3.	Piston	Low	2,000	

Strike Data for Airport

DATE (YYYY-MM-DD)	AIRCRAFT	WILDLIFE SPECIES AND NUMBER	PHASE OF OPERATION	EFFECT ON FLIGHT	CADORS
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2023-01-31	B737 200	Ptarmigan	Descent	No Disruption	2023C0537
2023-06-07		Herring Gull	Landing	No Disruption	N/A
2023-07-06	CRJ-900	Herring Gull	Takeoff	Aborted Take-off	2023C3345
2023-07-21		Herring Gull			N/A
2023-07-21	B737 300	Unknown		No Disruption	N/A
2023-07-26	Lockheed L188	Herring Gull	Landing	No Disruption	2023C3789
2023-07-29		Herring Gull		No Disruption	N/A
2023-07-30	ATR-42 500	Herring Gull	Takeoff	No Disruption	N/A
2023-07-30	DHC7 102	Herring Gull	Takeoff	Aborted Takeoff	2023C3798
2023-07-31	DHC8-402	SHOREBIRDS	LANDING	No Disruption	2018C4016

Overview of Wildlife Species Known to Occur on the Airport

Conduct an ecological study of your airport and surrounding areas. This includes (i) an inventory of bird and mammal attractions, and (ii) an inventory of birds (and mammals) observed on and in the vicinity of the aerodrome.

COMMON NAME	ABUNDANCE	SEASONAL OCCURRENCE	LOCATIONS
Birds			
American Kestrel	Sometimes Numerous	Seasonal Resident	Raptor – Likes to hover over runway edges when hunting
Barn Swallow	Low Numbers	Seasonal Resident	Perching – Flocking during nesting. Unpredictable aerial maneuvers while feeding
Canada Geese	Sometimes Numerous	Migratory	Waterfowl – Flocking during feeding, nesting and staging for migration
Ducks - Various	Sometimes Numerous	Migratory	Waterfowl – Flocking during feeding, nesting and staging for migration
Hawks	Low Numbers	Seasonal Resident	Perching, Soaring and hunting small game on the airport fields
Herring Gull	Frequent seasonally	Seasonal Resident	Flocking – Sits on runways to absorb heat
House Sparrow		Seasonal Resident	Perching
Killdeer		Seasonal Resident	Pairs during nesting
Ptarmigan	Small Groups	Resident	Flocking – Gather in low grass beside runway and in willows
Raven	Frequent	Resident	Flocking and Mobbing. Noticeably increase when harassing other wildlife
Sand hill Crane	Sometimes Numerous	Seasonal Resident	Flocking during feeding, nesting and staging for migration

Snow Geese	Sometimes Numerous	Migratory	Waterfowl – Flocking during feeding, nesting and staging for migration
Snowy Owl	Low Numbers	Migratory	Perching – Likes to perch on sensitive airport equipment
Amphibians and Reptiles			
N O N E			

COMMON NAME	ABUNDANCE	SEASONAL OCCURRENCE	LOCATIONS
Mammals			
Black Bear	Low Numbers	Transient	Seasonal Activity – not common due to fencing around the airport
Coyotes	Low Number – 2-3 on airport	Resident	Twilight hours more active in the open – help control the population of bird and fox
Ground Squirrels	Low Numbers	Resident	Seen in the summer months
Mice	Numerous	Resident	
Red Fox	Low Numbers	Resident	Mostly Nocturnal
Voles	Numerous	Resident	
Wolverines	Low Numbers	Transient	
Wolves	Low Numbers	Transient	Seen mostly in the winter months

Step 3: Estimate the Risk

Wildlife risk assessments are conducted by blending data from ecological studies with those from aviation studies to determine the impact of wildlife activities upon aircraft operations.

We are primarily concerned with biomass that has the ability to affect safe flight. The following are general characteristics of high risk species or behavior:

- 1) Larger species which tend to cause greater damage due to higher impact forces (e.g., waterfowl, gulls and hawks);
- 2) Flocking of birds (e.g., gulls, swallows, Snow Buntings) or herds of animals;
- 3) Large, slow-flying birds that are less maneuverable (e.g., herons, hawks);
- 4) Species that habitually hunt or forage on or over the airfield, especially inexperienced animals (e.g., meadowlarks, Snow Buntings, Snowy Owls); and
- 5) Birds that habitually fly or soar into airspace used by aircraft (e.g., gulls or waterfowl on flight lines, vultures and gulls soaring).

If a hazardous species is particularly numerous (e.g., Rock Dove), then it might be considered a high risk. Conversely, one or two pairs of doves nesting on the airport property might be considered a hazard, but one with a low associated risk.

The following list will help identify wildlife from most hazardous to least hazardous by species group and as such, identifies the species that should be of primary concern for the operator. The Transport Canada Hazard Ranking (left column) list provided in CARs Standard 322.302 is as follows:

TRANSPORT CANADA HAZARD RANKING	SPECIES	* RELATIVE HAZARD SCORE	** LEVEL OF RISK FLOCKING/MASS
1	Deer	100	1
2	Geese	61	1
3	Gulls	39	2
4	Hawks	25	3
5	Ducks	48	2
6	Coyotes	22	1
7	Owls	44	2-3
8	Rock Doves and Pigeons	20	3
9	Bald and Golden Eagles	39	1
10	Sand Hill Cranes	37	1
11	Sparrows and Snow Buntings	10	5-6
12	Shorebirds	13	3-4
13	Blackbirds and Starlings	9	4
14	Crows and Ravens	10	2
15	Swallows	6	5
16	Mourning Doves	10	4
17	Hérons	31	2
18	Turkey Vultures	46	2-3
19	American Kestrels	6	5
20	Wild Turkeys	40	1
21	Cormorants	43	2

NOTE: The risk assessment matrix does not provide numerical computations and none of these values are absolute. Therefore, the purpose of the table is to draw attention to high-risk species for management purposes and to guide management priorities rather than absolutely quantify the risk.

Risk Assessment Matrix for Yellowknife Airport

SPECIES GROUP	GENERAL RISK AND HAZARD RANKING TOOLS			FOR THIS AIRPORT		RISK ASSESSMENT BY AIRCRAFT TYPE ⁴ AND (VOLUME)		
	MASS / FLOCKING RANK ¹	RELATIVE RISK SCORE ²	TRANSPORT CANADA HAZARD RANK ³	RELATIVE ABUNDANCE	HAZARDOUS BEHAVIOR	1 (8,483)	2 (32,960)	3 (3,990)
Canada Geese	1	52	2	M	M	H	H	M
Ducks	2/3	37	5	L	M	M	H	L
Gulls	2	39	3	H	H	H	H	M
Cranes	1	48	10	M	M	H	H	M
Foxes	2	N/A	N/A	L	L	L	L	L
Owl	2	16	7	L	M	M	M	L
Coyote	1	20	6	M	M	M	M	M
Ptarmigan	4	N/A	N/A	L	M	L	L	L
Raven	3	9	13	H	H	H	H	M

SPECIES GROUP	GENERAL RISK AND HAZARD RANKING TOOLS			FOR THIS AIRPORT		RISK ASSESSMENT BY AIRCRAFT TYPE ⁴ AND (VOLUME)		
	MASS / FLOCKING RANK ¹	RELATIVE RISK SCORE ²	TRANSPORT CANADA HAZARD RANK ³	RELATIVE ABUNDANCE	HAZARDOUS BEHAVIOR	1 (8,483)	2 (32,960)	3 (3,990)
Starlings	4	9	13	L	L	L	L	L
Snow Bunting	5	N/A	11	M	M	M	M	L
Swallows	5	2	15	L	M	L	L	L

NOTE 1: The mass/flocking score is based on mass and the propensity of a species to flock. The scale is based on 1 being the highest hazard and 6 the lowest hazard.

NOTE 2: The Dolbeer Ranking System for relative risk; 100 is the highest, 2 the lowest.

NOTE 3: Transport Canada hazard list; 1 is the highest, 20 the lowest, all are considered to be hazardous and the status of some species has changed since the ranks were established.

NOTE 4: This summary risk rank is based on the three aircraft categories listed in Table and considers the type and number of traffic movements. The scale is based on: Severe, High, Moderate and Low.

Relative Abundance

- **High** Frequently present in conflict areas; may be seasonal; multiple daily observations; often numerous;
- **Medium** Occasionally and regularly present in conflict areas; not present daily, but present weekly; sporadically numerous; and,
- **Low** Occasionally and infrequently present; usually not numerous.

Hazardous Behavior

- **High** Frequently flocking in conflict areas; regular flight lines through conflict zone; unpredictable response to aircraft (e.g., inexperienced birds); frequently active in poor light;
- **Medium** Sporadic flocking in conflict areas (e.g., when food supplies dictate); sometimes active in poor light; and,
- **Low** Rarely or never flocking; seldom feeding close to conflict zone; usually active only in daytime.

The final three columns in the risk matrix represent qualitative assessments based on air traffic type and volume at this airport using the three categories provided in table. The following criteria are used to help determine risk by aircraft type and traffic volume:

- **Severe** Frequent high risk aircraft movements coinciding with high values for other risk factors (i.e., relative abundance, hazardous behavior, risk/hazard rankings);
- **High** Frequent high or moderate risk aircraft movements coinciding with high or moderate values for other risk factors;
- **Moderate** Occasional or regular moderate risk aircraft movements coinciding with moderate or sometimes high values for other risk factors; and,
- **Low** All other categories.

Step 4/5: Evaluate the Risk Activity and Control the Risk

In evaluating risk activity, you determine whether you have the means to manage a risk identified through Step 3.

You'll find much of the work has already been done for you in coming up with Active and Passive means of Control.

- Wildlife Control Procedures Manual (TP 11500) (Transport Canada).

<http://www.tc.gc.ca/fra/aviationcivile/publications/tp11500-menu-1630.htm>

In essence, your wildlife-management plan will likely comprise the tactics identified in these manuals to address the prioritized wildlife hazards at your airport.

The greater challenge lies in implementing these tactics, can existing staff fulfill the requirements of the regulation. Be sure to examine closely the details of the hazard. If, for example, you determine that the risk is high only during regular short periods of the day, you may be able to co-ordinate staff duties to ensure personnel are available when required.

Example:

The birds most frequently involved in strike incidents at your airport may be gulls that migrate twice daily through your airspace on flights to and from a landfill feeding site. As these birds do not stop at your airport, you have no direct means to control their hazardous activity; the solution may involve long-term efforts to convince the landfill operator to initiate a comprehensive bird control program.

SPECIES/PRIORITY

GULLS/HIGH

Risk Assessment: Gulls identified as the highest threat

Analysis: Gulls migrate twice daily through airport airspace en-route to landfill site, do not stop at airport

Action: **Active** – No direct means to control the hazard

Passive – Working with local community on steps to initiate a bird control program at the landfill site

If, however, your analysis reveals that Canada Geese are regularly feeding on airfield grass — and have been involved in serious strikes — then you could exercise the provisions of a Canadian Wildlife Service permit and initiate an aggressive dispersal or lethal-control program (remember that lethal-control procedures may draw opposition from animal welfare groups, and should therefore be supported by public-information campaigns and consultation processes).

Complete the following tables below based on your data collected and risk assessment. Rank them as priority High, Medium or Low:

SPECIES/PRIORITY

GULLS/HIGH

Risk Assessment: Gulls are ranked high priority because it is frequently seen at the airport.

Analysis: At certain times of the year gull activity increases due to worms, caterpillars and grasshopper outbreaks. Gulls are a medium-sized bird; with flocking habits and relatively slow flight.

Action: **Active** – Pyrotechnics and report shells (reinforced with lethal control measures if necessary) will be used whenever gulls are seen during wildlife patrols. Patrols specifically for gulls will be increased when monitoring shows increased bird activity at the airport. For 2015 peak Gull activity was in July.

Passive – At times in the spring and fall, precipitation events that cause worms to emerge onto the runway and taxi surfaces in great numbers will require mechanical sweeping to remove the worms. Grass length at the airport will be maintained throughout the spring/summer/fall period by regular mowing. All outdoor garbage bins on site will be covered to prevent scavenging.

SPECIES/PRIORITY

SAND HILL CRANES/HIGH

Risk Assessment: This species was ranked high priority because of the high risk factors.

- Analysis:** Cranes use the airport as a staging area annually. It is a large-sized bird, has flocking habits and a slow flight. The species is generally present for sporadic periods between April and October.
- Action:** **Active** – Cranes will not be permitted to rest on any airport property. Any reported cranes will be removed immediately. When bird migration starts propane bird cannons are placed around the airfield. Cannon location and timing will be varied to prevent habituation. Lethal control measures will be deployed for local Cranes at the airport in spring to prevent nesting and in the fall to reinforce deterrents. Pyrotechnics (reinforced with lethal control measures if necessary) will be used whenever cranes are seen during wildlife patrols or reported by staff or pilots. Patrols specifically for cranes will be increased during spring/fall and especially when cranes begin to return to the airport.
- Passive** – Any future redesign of drainage features will minimize waterfowl habitat, steep sides (4 to 1), hard edges and no vegetation where possible; pipes should be used where possible. Grass length at the airport will be maintained throughout the spring/summer/fall period by regular mowing.

SPECIES/PRIORITY

CANADA GEESE/HIGH

- Risk Assessment:** This species was ranked high priority because of the high risk factors.
- Analysis:** Geese use the airport as a staging area annually. It is a large-sized bird, has flocking habits and a relatively slow flight. The species is generally present for sporadic periods between April and October.
- Action:** **Active** – Geese will not be permitted to rest on any airport property. Any reported geese will be removed immediately. When bird migration starts propane bird cannons are placed around the airfield. Cannon location and timing will be varied to prevent habituation. Pyrotechnics (reinforced with lethal controls if necessary) will be used whenever geese are seen during wildlife patrols or reported by staff or pilots. Patrols specifically for geese will be increased during spring/fall and especially when geese begin to return to the airport.
- Passive** – Any future redesign of drainage features will minimize waterfowl habitat, steep sides (4 to 1), hard edges and no vegetation where possible; pipes should be used where possible. Grass length at the airport will be maintained throughout the spring/summer/fall period by regular mowing.

SPECIES/PRIORITY

DUCKS/MEDIUM

- Risk Assessment:** This species was ranked moderate priority because of the higher risk and mass flocking rank.
- Analysis:** Ducks use the airport as a staging area annually. It is a medium-sized bird, has flocking habits and a relatively slow flight. The species is generally present for sporadic periods between April and October.
- Action:** **Active** – Ducks will not be permitted to rest on any airport property. Any reported ducks will be removed immediately. When bird migration starts propane bird cannons are placed around the airfield. Cannon location and timing will be varied to prevent habituation. Pyrotechnics (reinforced with lethal control measures if necessary) will be used whenever ducks are seen during wildlife patrols or reported by staff or pilots.
- Passive** – Any future redesign of drainage features will minimize waterfowl habitat, steep sides (4 to 1), hard edges and no vegetation where possible; pipes should be used where possible. Grass length at the airport will be maintained throughout the spring/summer/fall period by regular mowing.

SPECIES/PRIORITY

RAVEN/MEDIUM

- Risk Assessment:** This species was ranked moderate priority because of high risk factors for the YZF airport.

- Analysis:** Ravens have a flight path between high risk activity areas over the airport and approach path for Runway 34. The species is prevalent year round but may increase in the spring/summer with additional food sources at the airport like worms, caterpillars and grasshoppers.
- Action:** **Active** – Pyrotechnics (reinforced with lethal control measures if necessary) will be used whenever Ravens are seen during wildlife patrols or reported by staff or pilots.
- Passive** – Ravens will be closely monitored for any changes in behavior. Any animal remains, bird remains or garbage on airport property will be removed promptly to prevent flocking and feeding. Grass length at the airport will be maintained throughout the spring/summer/fall period by regular mowing

NOTE: These tables can be directly copied into you Wildlife Plan under the Control Method Section, rank by priority.

SPECIES/PRIORITY

COYOTE/LOW

- Risk Assessment:** This species is ranked low, rather than moderate, because it is likely that only one or two pairs frequent the area.
- Analysis:** They tend to displace Fox and control a number of other potentially hazardous species. On balance, the active control of Coyotes is not currently anticipated unless dens are actually located on the site, but this could change if numbers increase or behavior changes.
- Action:** **Active** – Any Coyotes that are on maneuvering or movement surfaces will be chased off into the trees.
- Passive** – This species will be carefully monitored for changes in numbers or behavior.

SPECIES/PRIORITY

SNOW BUNTING/LOW

- Risk Assessment:** This species is ranked low due to the low risk and hazard it poses.
- Analysis:** Population will remain to be controlled
- Action:** **Active** – If necessary pyrotechnics (reinforced with lethal control measures if necessary) will be used whenever snow buntings are seen during wildlife patrols or reported by staff or pilots.
- Passive** – This species will be carefully monitored for changes in numbers or behavior.

SPECIES/PRIORITY

OWL/LOW

- Risk Assessment:** This species is ranked low because of the low amount of sightings on airport property.
- Analysis:** Any changes in abundance may cause the need for re assessment.
- Action:** **Active** – If necessary pyrotechnics (reinforced with lethal control measures when necessary) will be used whenever owls are seen during wildlife patrols or reported by staff or pilots.
- Passive** – This species will be carefully monitored for changes in numbers or behavior.

NOTE: These tables can be directly copied into you Wildlife Plan under the Control Method Section, rank by priority

Step 6: Take Action

Now it's time to update your Wildlife Management Plan with the priorities identified in this risk assessment/analysis. Once your Wildlife Management Plan has been updated you should then brief all those with responsibilities within the plan.

Wildlife Management Plan has been updated: October 2024

Date

The final stage of the process involves the development of a monitoring system through which you can acquire the data that will help improve your management plan. The monitoring system should record:

- Monitoring also provides you with information you'll require to conduct the self-assessment aspect of the process. For instance, analysis of your monitoring reports will help you determine whether wildlife-control resources are being expended effectively. Monitoring will also enable you to validate the conclusions made during the risk-assessment phase.

DESCRIBE METHODS OF MONITORING YOU WILL USE